

**STATE ROUTE 104**  
**TRANSPORTATION CONCEPT REPORT**

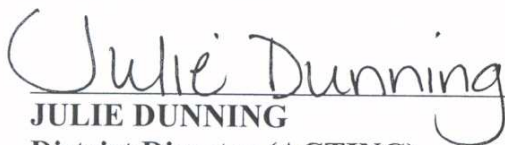
**CALTRANS DISTRICT 10**  
**OFFICE OF SYSTEM PLANNING**  
October 2003

**APPROVAL RECOMMENDED:**

  
SHARON SCHERZINGER

Deputy District Director (ACTING)  
Planning, Modal, and  
Local Assistance Program

11-6-03  
DATE

  
JULIE DUNNING

District Director (ACTING)  
District 10, Stockton

11.25.03  
DATE

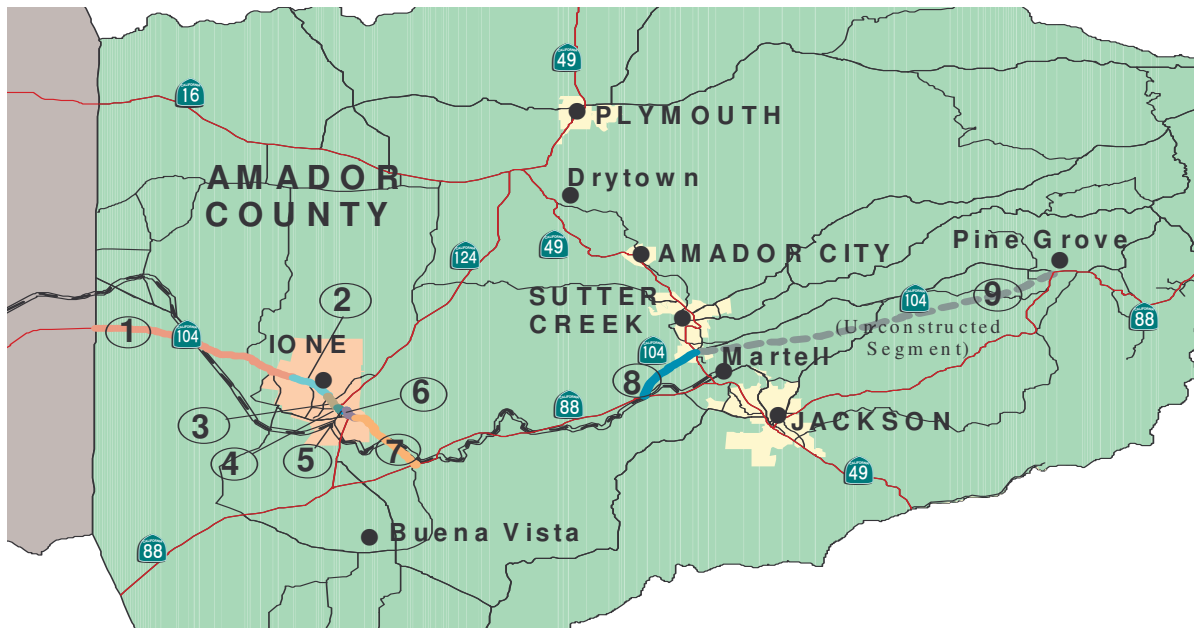
## TABLE OF CONTENTS

<b>Executive Summary.....</b>	<b>3</b>
<b>Statement of Planning Intent.....</b>	<b>4</b>
<b>Purpose of the Transportation Concept Report (TCR).....</b>	<b>4</b>
<b>Route Description.....</b>	<b>4</b>
<b>Route Designations.....</b>	<b>5</b>
<b>Purpose of Route.....</b>	<b>5</b>
<b>Route Concept Report / Rationale / Considerations.....</b>	<b>6</b>
<b>Route Concept/ Rationale.....</b>	<b>6</b>
<b>Considerations.....</b>	<b>8</b>
<b>Safety/Operational Improvements .....</b>	<b>8</b>
<b>Signals.....</b>	<b>8</b>
<b>Access Management.....</b>	<b>8</b>
<b>Trucks.....</b>	<b>9</b>
<b>Planned and Programmed Projects.....</b>	<b>9</b>
<b>Right of Way &amp; Environmental Issues.....</b>	<b>10</b>
<b>Air Quality.....</b>	<b>10</b>
<b>Alternative Transportation.....</b>	<b>10</b>
<b>Fixed Route Transit and Demand Response Service.....</b>	<b>10</b>
<b>Rail.....</b>	<b>11</b>
<b>Airports.....</b>	<b>11</b>
<b>Bicycle Facilities.....</b>	<b>11</b>
<b>Park and Ride Lots.....</b>	<b>11</b>

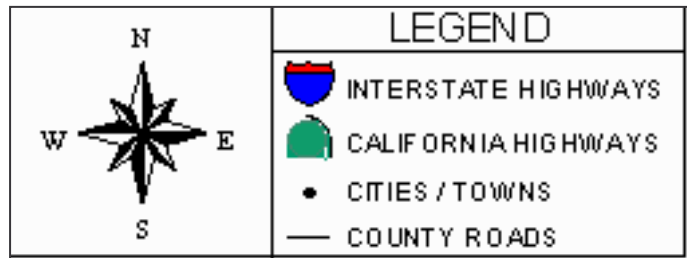
<b>Intelligent Transportation System (ITS).....</b>	<b>11</b>
<b>Segment 1 Fact Sheet.....</b>	<b>12</b>
<b>Segment 2 Fact Sheet.....</b>	<b>15</b>
<b>Segment 3 Fact Sheet.....</b>	<b>18</b>
<b>Segment 4 Fact Sheet.....</b>	<b>21</b>
<b>Segment 5 Fact Sheet.....</b>	<b>24</b>
<b>Segment 6 Fact Sheet.....</b>	<b>27</b>
<b>Segment 7 Fact Sheet.....</b>	<b>30</b>
<b>Segment 8 Fact Sheet.....</b>	<b>33</b>
<b>Segment 9 Fact Sheet.....</b>	<b>36</b>
<b>Appendix 1: List of System Planning Acronyms.....</b>	<b>39</b>
<b>Appendix 2: Level of Service (LOS) Definitions.....</b>	<b>41</b>
<b>Appendix 3: Rural, Urban, Urbanized Definitions.....</b>	<b>42</b>



# STATE ROUTE 104 CORRIDOR STUDY Segmentation Map - Amador County



Department of Transportation  
District 10  
Office of System Planning



SEGMENT	PM/KP	LOCATION	2000 LOS	CURRENT FACILITY	2025 LOS w/o improvement	2025 CONCEPT LOS	2025 CONCEPT FACILITY
1	0.0-4.42/0.0-7.11	Co. Line to Ione City Limit	B	2-lane expressway	C	D	2-lane expressway
2	4.42-5.36/7.11-8.63	Ione City Limit to Sutter Lane	C	2-lane expressway	C	D	* +2-lane exp./conv.
3	5.36-5.77/8.63-9.28	Sutter Lane to North Junc. SR-124	D	2-lane conventional	D	D	* + 2-lane exp./conv.
4	5.77-5.96/9.28-9.59	North Junc. SR-124 to South Junc. SR-124	D	2-lane conventional	E	D	* + 2-lane exp./conv.
5	5.96-6.01/9.59-9.67	South Junc. SR-124 to Ione Street	C	2-lane conventional	D	D	* + 2-lane exp./conv.
6	6.01-6.33/9.67-10.19	Ione Street to Ione City Limit	C	2-lane conventional	D	D	* + 2-lane exp./conv.
7	6.33-8.20/10.19-13.20	Ione City Limit to west Junc. SR-88	C	2-lane conventional	D	D	* -2-lane exp./conv.
8	8.39-10.07/13.20-16.21	East Junc. SR-88 to Junc. SR-49	C	2-lane conventional	D	D	2-lane conventional
9	10.07-18.35/16.21-29.52	Junc. SR-49 to SR-88 near Pine Grove	N/A	Unconstructed	N/A	N/A	Unconstructed

\*on a new bypass alignment.

+ with operational improvements on the existing highway within the City of Ione.

- with possible intersection safety improvements at west junction SR-88 & SR-104.

# **Transportation Concept Report State Route-104**

## **STATEMENT OF PLANNING INTENT**

### **PURPOSE OF THE TRANSPORTATION CONCEPT REPORT (TCR)**

System Planning is Caltrans' long-range transportation planning process and is conducted pursuant to Governmental Code Section 65086(a), and Caltrans policy. The multi-jurisdictional system planning process is multi-modal and considers the entire transportation network, including rail, air, ferries, mass transit, state highways, and local streets and roads. System Planning is used to identify and prioritize future transportation improvements in cooperation with its planning partners. As part of the continuing, cooperative, and comprehensive transportation planning process, System Planning strives for interregional and statewide continuity of the State's transportation network. System Planning produces three interrelated planning documents that provide guidance, evaluate transportation corridors, and develop system improvements. The three planning documents are: the Transportation System Development Program (TSDP), the District System Management Plan (DSMP), and the Transportation Concept Report (TCR).

### **Transportation System Development Program (TSDP)**

The Transportation System Development Program (TSDP) is the department's principal document for identifying state highway improvements that are recommended to go forward into further study and inclusion into regional transportation plans and programs and ultimate consideration in future programming cycles. It includes components for both a recommended plan and a cost constrained plan, and categorizes improvements into two time frames, occurring within 20 years and occurring after 20 years.

### **District System Management Plan (DSMP)**

The District System Management Plan (DSMP) is a strategic and policy planning document for the district's transportation system and communicates the broad transportation system concept and improvement strategies for the district over the next 20 years. It is developed in partnership with regional and local agencies, Native American governments, and the public. The DSMP serves as the foundation for the TCR and TSDP.

### **Transportation Concept Report (TCR)**

The Transportation Concept Report (TCR) is a system planning document and tool which includes an analysis of a transportation corridor. It establishes a 20-year concept that is consistent with the District's goals as set forth in the District System Management Plan (DSMP). The TCR establishes the future concept of Level of Service (LOS) for segments along the route and broadly identifies the nature and extent of the

improvements needed to attain the LOS. Operating conditions for each corridor are projected for 10-year and 20-year horizons. Beyond the 20-year planning period, the TCR identifies the Ultimate Transportation Corridor (UTC) to ensure that adequate right-of-way is preserved for future ultimate facility projects. While the 10-year and 20-year plans consider funding issues, the UTC does not.

This report is prepared by Caltrans staff in cooperation with the regional and local agencies which have jurisdiction within this corridor. The objective of the TCR is to have local, regional, and state consensus on route and corridor concepts, improvement priorities, and planning strategies. This document provides concept information only and does not determine policy. TCRs are updated as needed, as conditions change, or as new information is obtained.

## **ROUTE DESCRIPTION**

State Route 104 (SR-104) begins in Caltrans District 3 at the junction of State Route 99 north of the City of Galt in Sacramento County and, for the purpose of this report, ends in Caltrans District 10 at State Route 88 near Pine Grove in Amador County. The District 10 portion begins at the Sacramento/Amador County Line west of the City of Ione and continues to its junction with State Route 88 near Pine Grove. In Amador County, SR-104 consists of 18.161 miles (PM 0.0/18.161), including an 8.3 mile section which is an unconstructed State Highway along existing County Highway Ridge and Climax Roads (Segment 9). The route is concurrent with SR-124, PM 5.76 to 5.96, through downtown Ione. As of January 1, 1985, the old segments of SR-104 between State Route 88 near Pine Grove in Amador County and State Route 26 near West Point in Calaveras County has been renumbered as State Route 26.

### **Route Designations**

The entirety of SR-104 in District 10 is functionally classified as a Major Collector. The Route is not on the Interregional Road System, and therefore, not a High Emphasis or Focus Route. SR-104 is not on the Scenic Highway or Forest Highway System and is open year-round. Segment 8 (PM 8.386/10.072) is a Terminal Access Route to the National Network for STAA Trucks. Segments 2 through 6 have a 30-foot Kingpin-to-Rear-Axle (KPRA) advisory for trucks. Trucks which meet or exceed this limit are not advised to travel on these segments. This is because of two 90 degree turns in Central Ione in which a 30 foot truck cannot negotiate without infringing into opposing traffic lanes.

Projects to build new highways or add capacity to existing highways are funded through the State Transportation Improvement Program (STIP). Legislation approved in 1998 (Senate Bill 45) specifies that Regional Transportation Planning Agencies such as the Amador County Transportation Commission (ACTC), will have decision-making authority over 75% of STIP funds, while the State makes funding decisions for the remaining 25% of the funds. This legislation further specifies that the State's 25% share could only be used on State highways that are part of the Interregional Road System (IRRS). Since none of SR-104 has been designated as an IRRS route, it does not qualify

for funding consideration as part of the State's 25% share of the STIP funds. However, capacity improvements on this route can be funded as part of the STIP funds available to ACTC.

### **Purpose of the Route**

SR-104 is used primarily for local commuting. In District 10, it serves the City of Ione and the City of Sutter Creek in Amador County. The Highway connects to State Routes 88, 99, and 124. Connection can also be made with Interstate 5 and State Route 160 to the west via Twin Cities Road (Sacramento County Highway E-13), which continues from the western terminus of SR-104 in Sacramento County.

SR-104, in conjunction with Amador County Ridge and Climax Roads (Segment 8 and unconstructed Segment 9) is a popular bypass route around Martell and the City of Jackson. These sections are used quite extensively by snow skiers and Lake Tahoe bound motorists, especially during peak traffic periods, as an alternative to State Route 88 from west of Martell, to Pine Grove.

SR-104 also serves the grazing ranchland of western Amador County and eastern Sacramento County. The route provides access to the Rancho Seco County Park and Reservoir in Sacramento County about five miles west of the Amador County Line. In addition, Mule Creek State Prison is located along SR-104 in the City of Ione.

### **ROUTE CONCEPT SUMMARY / RATIONALE / CONSIDERATIONS**

The route concept report is comprised of two factors:

- (1) The minimum LOS tolerable for peak hour considerations.
- (2) The type of facility necessary to provide the concept LOS.

(Refer to Appendix 2 for LOS definitions.)

### **State Route-104 Concept/Rationale**

The Interregional Road System (IRRS) is a series of Interregional state highway routes outside urbanized areas that provide access to, and links between, the state's economic centers, major recreational areas, and urban and rural regions. The concept facility for an IRRS route in rural areas is "C" and "D" in urban and developing areas. The concept facility for routes that are not on the Interregional Road System is "D." State Route 104 is not an IRRS route, therefore the concept Level of Service (LOS) for the 20-year planning horizon is "D."

The concept facility is a 2-lane expressway for Segments 1 through 7. The concept facility for Segment 8 is a 2-lane conventional highway. The concept facility for Segment 9 is to remain an unconstructed state highway. The Ultimate Transportation Corridor (UTC) for Segments 1 through 7 is a 4-lane expressway. The UTC for Segment 8 is a 4-5 lane conventional highway. Beyond the 20-year planning period, the TCR identifies the UTC corridor to ensure that adequate right-of-way is preserved for



future ultimate facility projects. While the 10-year and 20-year plans consider funding issues, the UTC does not.

### **Ione Interim West Bypass**

The Amador Regional Transportation Plan does identify plans for an Interim West Bypass involving the construction of a roadway (arterial or collector)\* to serve some local traffic and to route truck traffic around the downtown area. This route includes use of the North-South road proposed west of Castle Oaks Drive and a new segment of roadway between SR-104 and Old Stockton Road. It may also include improvements to existing Buena Vista Road from SR-88 to SR-124. This improvement will serve some local traffic and route truck traffic around the downtown area, and is expected to improve the operating conditions on SR-104 and SR-124. The Project Study Report and subsequent environmental analysis of project alternatives will likely include interim or alternative transportation system management options for improving traffic circulation and safety on State Routes 104 and 124 through Ione as well as consideration of the Ione west bypass.

\*Note: Determination as to whether the facility would be a state highway or a city/county road is to be determined.

## **AMADOR COUNTY**

### **Segment 1**

**Our concept facility for Segment 1 (0.0-4.42) is a 2-lane expressway.**

The projected LOS will be adequate for the next 20-year planning horizon. The UTC for this segment is a 4-lane expressway.

### **Segment 2**

**Our concept facility for Segment 2 (4.42-5.36) is a 2-lane expressway/conventional highway on a new bypass alignment, operational improvements on the existing highway within the City of Ione.**

The projected LOS will be adequate for the next 20-year planning horizon. ACTC is proposing the construction of a bypass that will divert through traffic around this segment, particularly heavy trucks.

### **Segment 3**

**Our concept facility for Segment 3 (5.36-5.77) is a 2-lane expressway/conventional highway on a new bypass alignment, operational improvements on the existing highway within the City of Ione.**

The projected LOS will be adequate for the next 20-year planning horizon. ACTC is proposing the construction of a bypass that will divert through traffic around this segment, particularly heavy trucks.



#### **Segment 4**

**Our concept facility for Segment 4 (5.77-5.96) is a 2-lane expressway/conventional highway on a new bypass alignment, operational improvements on the existing highway within the City of Ione.**

The projected LOS will be inadequate for the next 20-year planning horizon. Due to these Right of Way restrictions in downtown Ione, ACTC is proposing the construction of a bypass that will divert through traffic around this segment, particularly heavy trucks.

SR-104 is concurrent with State Route 124 for 0.19 miles in the City of Ione. The County may want to consider developing an Access Management Plan which would affect SR-104 by diverting traffic from this route, improving traffic operations, and increasing safety.

#### **Segment 5**

**Our concept facility for Segment 5 (5.96-6.01) is a 2-lane expressway/conventional highway on a new bypass alignment, operational improvements on the existing highway within the City of Ione.**

The projected LOS will be adequate for the next 20-year planning horizon. Due to these Right of Way restrictions in downtown Ione, ACTC is proposing the construction of a bypass that will divert through traffic around this segment, particularly heavy trucks.

#### **Segment 6**

**Our concept facility for Segment 6 (6.01-6.33) is a 2-lane expressway/conventional highway on a new bypass alignment, operational improvements on the existing highway within the City of Ione.**

The projected LOS will be adequate for the next 20-year planning horizon. ACTC is proposing the construction of a bypass that will divert through traffic around this segment, particularly heavy trucks.

#### **Segment 7**

**Our concept facility for Segment 7 (6.33-8.20) is a 2-lane expressway/conventional highway on a new bypass alignment with possible intersection safety improvements at the west junction of SR-88 & SR-104.**

The projected LOS will be adequate for the next 20-year planning horizon. ACTC is proposing the construction of a bypass that will divert through traffic around this segment, particularly heavy trucks.

## **Segment 8**

**Our concept facility for Segment 8 (PM 8.39-10.07) is a 2-lane conventional highway.**

The projected LOS will be adequate for the next 20-year planning horizon.

## **Segment 9**

**Our concept for Segment 9 (PM 10.07-18.35) is to remain an unconstructed highway.**

## **STATE ROUTE-104 CONSIDERATIONS**

### **Safety/Operational Improvements**

Included on the Fact Sheet for each segment is the Traffic Collision rate for that stretch of roadway. This rate indicates the number of incidents per million vehicle miles based on three years of data.

The State Highway Operations and Protection Program (SHOPP) requires Caltrans to prepare a highway operations and protection program and protect the state highway system. SHOPP improvements are limited to maintenance, safety, and operational improvements that do not add capacity to the system. Funding for these operational improvements compete on a statewide basis.

### **Signals**

There is currently only one traffic signal on SR-104. It is located in the City of Sutter Creek at the Junction of State Route 49. The post mile is 10.07 at the end of Segment 8. There are also 5 stop signs along the route. One is in Segment 4 on eastbound SR-104 at the Intersection of Preston Road & Main Street (PM 5.89). The second and third are at the meeting of segments 5 and 6 at the Intersection of Main and Ione Streets (PM 6.01). The fourth is in Segment 7 on eastbound SR-104 at the west junction of SR-88 (PM 8.20). The fifth is in Segment 8 on westbound SR-104 at the east junction of SR-88 (PM 8.39) for left turns. There is also a yield sign in Segment 8 on westbound SR-104 at the east junction of SR-88 (PM 8.39) for right turns.

### **Access Management**

Access control is the regulation of public access to and from properties adjacent to highways. The primary purpose of access control is to increase the safety of the facility by controlling where vehicles enter, exit, or cross the highway. Controlling highway access also improves traffic operations and increases capacity. Access control is generally classified as full access control, partial access control and access management.

Access management provides, or managed, access to adjacent property and other streets, while maintaining the traffic flow on the highway. Access management can limit the number of conflict points, separate basic conflict areas, limit deceleration requirements, and remove turning vehicles from through traffic lanes. Access management techniques are most often applied to conventional highways.

One of the beneficial techniques is to limit the number of intersections and driveways along the highway. On highways where businesses develop without the planning of driveway and intersection locations, interference from the roadside can become a major factor in reducing the capacity and increasing the potential for accidents. If access points are adequately spaced with respect to the traffic volumes, the highway functions more efficiently.

Within existing communities, improved access can only be achieved by intersection improvements, signalization, bypass of the community, or an improvement to local streets that provide alternative routes that can be used by local residents during peak hour conditions. Within the City of Ione, local streets intersect the highway system at 200 foot intervals, road widths are narrow and are constrained by existing structures. Large truck and trailer units cannot negotiate existing intersections without crossing centerlines. In many cases, at the intersections of SR-104 and SR-124, trucks must use the entire roadway. The Amador Regional Transportation Plan does identify plans for an Interim West Bypass involving the construction of a roadway (arterial or collector) to serve some local traffic and to route truck traffic around the downtown area. The County may want to consider developing an Access Management Plan which would identify access points to be identified for future General Plan consideration, and assist in affected agencies working together to minimize driveway access.

### **Trucks**

Trucks account for 4% to 8% of Average Daily Traffic (ADT) on SR-104. The majority of truck traffic is commercial and varies according to season. Segments 1 through 7 of SR-104 is one of two state routes providing access to the City of Ione. Segment 8 provides access to the City of Sutter Creek from SR-88, effectively bypassing the heavily traveled junction of SR-88 and SR-49 in Martell. The route connects Ione to Sacramento (via SR-99), to Stockton and Lodi (via SR-88), and recreational areas in the Mother Lode and the Sierra Nevada (via SR-49 and SR-88). It also connects Sutter Creek to Stockton (via SR-88). Due to the limited rail freight service to Amador County, trucks handle most of the freight entering and exiting Amador County.

## PLANNED AND PROGRAMMED PROJECTS

### Planned Projects

County	Route	Post Mile	Tier 1/Tier 2 Or Short Range/ Long Range	Description	Designation/ Source
Amador	104		Short Term	Interim West Bypass of Ione	Draft 2003 RTP Update
Amador	104	0.0/2.8	Short Term	Widen Shoulders	2003 SHOPP

### Programmed Projects

County	Route	PM/KP	Description	Designation
<i>Amador</i>	<i>SR-88</i>	<i>PM 7.10-7.70 KP 11.43-12.39</i>	<i>“Jackson Valley Rd. Realignment.” Construct left turn lane and widen shoulders</i>	<i>2000A SHOPP</i>

## CONTEXT SENSITIVE SOLUTIONS

Caltrans uses “Context Sensitive Solutions” as an approach to plan, design, construct, maintain and operate its transportation system. These solutions use innovative and inclusive approaches that integrate and balance community, aesthetic, historic, and environmental values with transportation safety, maintenance, and performance goals. Context sensitive solutions are reached through a collaborative, interdisciplinary approach involving all stakeholders.

Context sensitive solutions meet transportation goals in harmony with community goals and natural environments. They require careful, imaginative, and early planning, and continuous community involvement.

The context of all projects and activities is a key factor in reaching decisions. It is considered for all State transportation and support facilities when defining, developing, and evaluating options. When considering the context, issues such as funding feasibility, maintenance feasibility, traffic demand, impact on alternate routes, impact on safety, and relevant laws, rules, and regulations must be addressed.

In towns and cities across California, the State highway may be the only through street or may function as a local street. These communities desire that their main street be an economic, social, and cultural asset as well as provide for the safe and efficient movement of people and goods. In urban areas, communities want transportation projects to provide opportunities for enhanced non-motorized travel and visual quality.

In natural areas, projects can fit aesthetically into the surroundings by including contour grading, aesthetic bridge railings, and special architectural and structural elements. Addressing these needs will assure that transportation solutions meet more than transportation objectives.

## **RIGHT OF WAY AND ENVIRONMENTAL ISSUES**

### **Right of Way Issues**

Due to SR-104 being located in primarily a rural setting, few right-of-way issues exist outside of the City of Ione. Portions of almost all the segments are within close proximity to utility poles. There are also three bridges on the route. The first is Dry Creek Bridge (PM 3.62-3.65) in Segment 1. The second is Mule Creek Bridge (PM 4.45-4.46) in Segment 2. The third is Sutter Creek Bridge (PM 5.86-5.88) in Segment 4. There are also three railroad crossings on this route. One in Segment 1 at PM 2.21, the second in Segment 7 at PM 7.27, and the third in Segment 8 at the east junction of SR-88 and SR-104 (PM 8.39).

Within the City of Ione, there are numerous right of way limitations including school routes, sidewalks, parks, churches, businesses, and intersections that cannot be negotiated by legal truck traffic. Segments 4 and 5 (PM 5.88 through 6.01) go through Central Ione. There are several historical gold-rush era buildings lining the state highway. There is no room to widen the highway in this section.

### **Air Quality**

The Mountain County Air Basin is unclassified in respect to attainment for carbon monoxide (CO) and for particulate matter ten microns (PM-10) or greater. However, based on the recommendations for the Environmental Protection Agency (EPA) and the California Air Resources Board (CARB) it will soon be classified as a non-attainment area for ozone for the 8-hour standard.

State and federal laws require that all State and Regional Transportation Plans conform with the EPA's adopted State Implementation Plan (SIP) for air quality. The Clean Air Act Amendments of 1990 established a requirement that Transportation Plan, Programs, and Projects conform to the SIP's purpose of attainment of the National Ambient Air Quality Standards (NAAQS). Compliance with the conformity rule mandates that non-attainment areas work together toward practical attainment strategies. For example, the cooperation among the local TPA's within each county, Caltrans, and the respective Unified Air Pollution Control Districts (UAPCD).

## **ALTERNATIVE TRANSPORTATION**

### **Fixed Route Transit and Demand Response Service**

Amador Regional Transit System (ARTS) operates fixed route transit service throughout much of Amador County with an additional stop in Rancho Murieta in Sacramento County. Two of these transit routes operate along SR-104. Route "C" is the Sutter Hill/Ione/Camanche route. Route "I" is the Sutter Hill/Ione route. ARTS also offers demand response transit service on both of these routes at certain times of the day. The bus service can deviate as much as ½ mile off its regular route with 24 hours advance notice. While there are designated bus stops, a rider may flag down a bus anywhere along the route so long as there is enough room to safely stop.

## **Rail**

The Amador Central Railroad crosses SR-104 in various locations. It is owned by the Sierra Pacific Company and is used for freight hauling only. There is no passenger service on the rail line. Most county residents obtain passenger rail service in Stockton, Sacramento, Oakland, or San Francisco.

## **Airports**

Westover Field, the only public airport serving Amador County, is located in Sutter Hill, just south of the City of Sutter Creek. The airport can be accessed via New Airport Road from State Route 49, 0.1 miles south of the junction of State Routes 104 and 49. Unconstructed Segment 9 is just north of the airport.

## **Bicycle Facilities**

The entire length of SR-104 is open to bicycles. There are no designated bike lanes. Amador County itself has few designated bicycle lanes. A very small percentage of the local population is using its bicycles in lieu of private automobiles, probably less than 1%. This is because of the County's widely disbursed population, and hilly terrain. However, the popularity of bicycling by local and especially non-county residents is growing.

## **Park and Ride Lots**

There are no Caltrans owned or operated Park and Ride Lots along SR-104. There are, however, some parking areas that could be used as park and ride facilities by motorists.

## **INTELLIGENT TRANSPORTATION SYSTEM (ITS)**

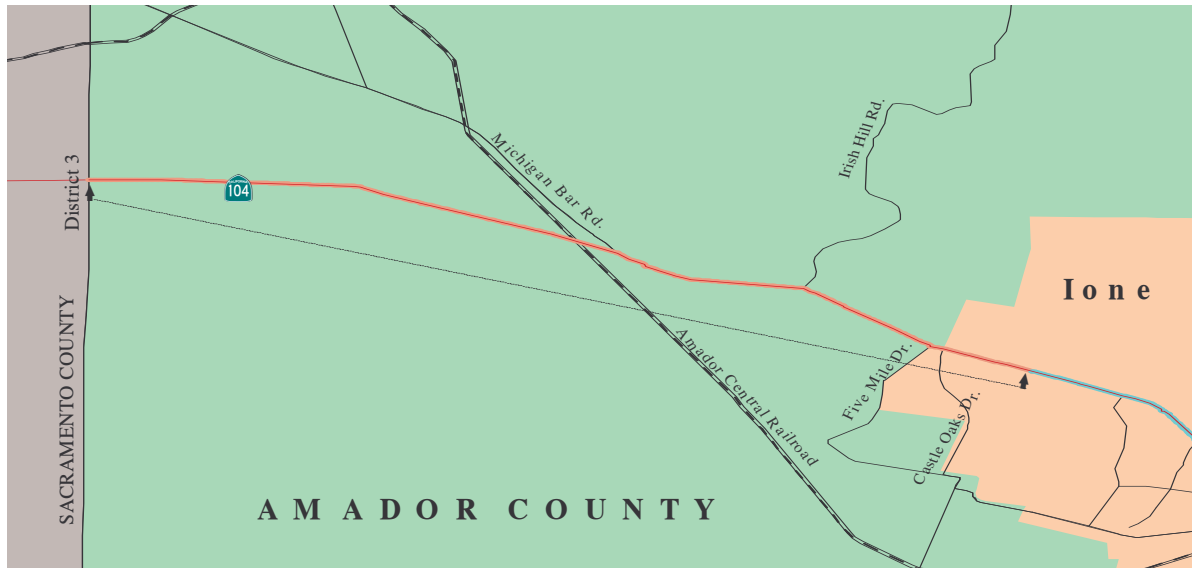
Non-recurring congestion and delays are attributed to unplanned incidents such as traffic accidents, stalled vehicles, or special events. This non-recurring congestion can be reduced by improving incident management and reducing the number of incidents through an intelligent transportation system (ITS). ITS is designed to identify non-recurring incidents and remove them from the freeway as quickly and efficiently as possible. ITS also provides benefits for safety, traveler information and congestion management through changeable message boards, ramp metering, and automated warning systems.

The Sierra Nevada Strategic Deployment Plan is a plan to study potential development of ITS uses, on a regional basis to address issues, solve problems, and meet needs impacting transportation in the Sierra Nevada Region. The study area includes a 250-mile-long section of the Sierra Nevada mountain range. It covers the five mountain counties served by District 10, Alpine, Amador, Calaveras, Mariposa, and Tuolumne. This plan also covers Inyo and Mono counties, both served by District 9, and a third focus area known as the Trans-Sierra region.

## SR-104: AMADOR COUNTY – SEGMENT 1 FACT SHEET

**Location:** Sacramento County Line to Ione City Limit  
**Post Mile:** PM 0.0/4.420  
**Kilometer Post:** KP 0.0/7.113  
**Length:** 4.420 Miles, 7.113 Kilometers

**Functional Classification:** Major Collector  
**Rural/Urban/Urbanized:** Rural  
**Within City Limits:** No  
**Terrain:** Rolling



### Traffic Forecast Data 2-Lane Expressway Average Highway Speed 50 mph

	2000 Existing Facility	2015 w/o Improvements	2025 w/o Improvements
LOS	B	C	C
V/C	0.14	0.17	0.19
ADT	2500	3900	4450
Peak Hour Volume	250	380	440
Peak Hour Dir. Split	65/35	65/35	65/35
Percent Trucks	8%	8%	8%
Percent No Passing	64%	64%	64%

**Concept Facility:** 2-Lane Expressway, LOS “D”

**Ultimate Transportation Corridor:** 2-Lane Expressway .

A 4-Lane Expressway will be considered during the next TCR update.

**Local Planning Jurisdiction:** Amador County Transportation Commission (ACTC),  
County of Amador



**Planned Project(s)**

County	Route	PM/KP	Description	Designation
<i>Amador</i>	<i>SR-104</i>	<i>PM 0.0/2.8 KP 0.0/4.5</i>	<i>Widening the existing shoulders</i>	<i>2003 SHOPP</i>

**Programmed Project(s)**

There are currently no programmed projects on SR-104, Segment 1.

**System Designations**

System Designation	YES	NO
Freeway/Expressway System	X	
National Highway System		X
Interregional Road System (IRRS)		X
High Emphasis Route		X
Focus Route		X
Strategic Highway Network (STRAHNET)		X
STAA Truck Network		X
Terminal Access Route for the National Network		X
Scenic Highway		X
Accessible to Bicycles	X	

**\*Right of Way and Shoulder Information**

The right of way in this segment ranges from 120 to 310 feet. The paved shoulder width ranges from 0 to 4 feet on each side of the roadway and the total shoulder width ranges from 2 to 8 feet. The weighted average for the total shoulder width on this segment is 4.954 feet.

\*NOTE: This information is for overview purposed only and does not replace a full report from Right of Way, Environmental, or any other branch or division.

## Air Quality/Environmental Status

### \*Air Quality

Ozone	Particulate Matter	Carbon Monoxide
Non-attainment	Non-attainment	Attainment

- **Unclassified:** a pollutant is designated unclassified if the data are incomplete and do not support a designation of attainment or non-attainment.
- **Attainment:** a pollutant is designated attainment if the state standard for that pollutant was not violated at any site in the air during a three-year period.
- **Non-attainment:** a pollutant is designated non-attainment if there was at least one violation of a State standard for that pollutant in the area.
- **Non-attainment/Transitional:** a sub-category of the non-attainment designation. An area is designated non-attainment/transitional to signify that the area is close to attaining the standard for that pollutant.

\*NOTE: This information is for overview purposed only and does not replace a full report from Right of Way, Environmental, or any other branch or division.

### \*Environmental Status

	Currently Existing	Degree of Impact (see below)	Comments
<b>Flood Plains</b>	TBD	TBD	N/A
<b>Wetlands</b>	Yes	Moderate Sensitivity	N/A
<b>Endangered Species</b>	Yes	Low Sensitivity	N/A
<b>Species of Concern</b>	Yes	Low Sensitivity	N/A
<b>Archaeological Site</b>	Yes	High Sensitivity	N/A
<b>Leaking Underground Tanks</b>	Yes	High Probability	N/A
<b>Hazardous Materials</b>	Yes	High Probability	N/A

\*NOTE: This information is for overview purposed only and does not replace a full report from Right of Way, Environmental, or any other branch or division.

## Traffic Collision Rate (per million vehicle miles traveled)

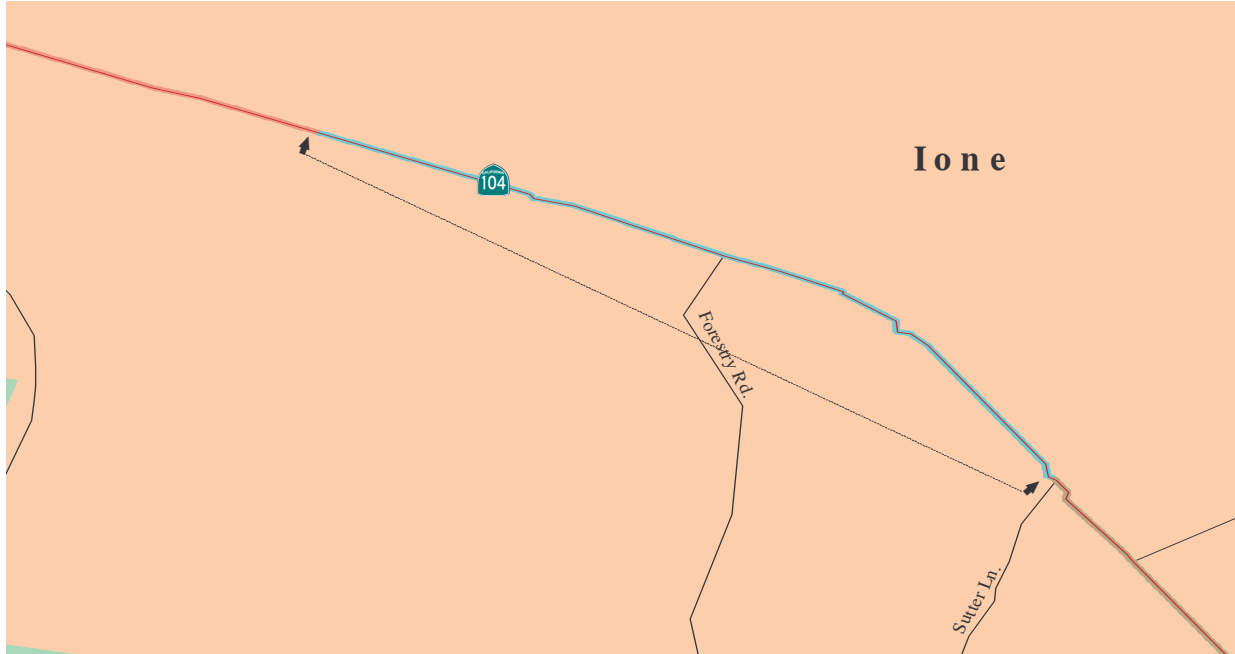
Actual Accident Rate		Statewide Average Rate	
Fatal & Injury	Total (Includes Property Damage Only)	Fatal & Injury	Total (Includes Property Damage Only)
<b>.24</b>	<b>.64</b>	<b>.29</b>	<b>.63</b>

Source: TASAS Database (April 1, 1998 – March 31, 2001)

## SR-104: AMADOR COUNTY – SEGMENT 2 FACT SHEET

**Location:** Ione City Limit to Sutter Lane  
**Post Mile:** PM 4.420/5.360  
**Kilometer Post:** KP 7.113/8.626  
**Length:** 0.940 Miles, 1.513 Kilometers

**Functional Classification:** Major Collector  
**Rural/Urban/Urbanized:** Urban  
**Within City Limits:** Yes  
**Terrain:** Rolling



### Traffic Forecast Data 2-Lane Expressway Average Highway Speed 50 mph

	2000 Existing Facility	2015 w/o Improvements	2025 w/o Improvements
LOS	C	C	C
V/C	0.15	0.23	0.25
ADT	3600	5600	6200
Peak Hour Volume	350	560	610
Peak Hour Dir. Split	65/35	65/35	65/35
Percent Trucks	8%	8%	8%
Percent No Passing	100%	100%	100%

**Concept Facility:** 2- Lane Expressway/Conventional Highway on a new bypass alignment, operational improvements on the existing highway within the City of Ione, LOS “D”.

\* See Page 7 for information on the Ione Interim West Bypass.

**Ultimate Transportation Corridor:** 2-Lane Expressway on a new bypass alignment. A 4-Lane Expressway will be considered during the next TCR update.

**Local Planning Jurisdiction:** Amador County Transportation Commission (ACTC),  
City of Ione

**Planned Project(s)**

County	Route	PM/KP	Description	Designation
<i>Amador</i>	<i>SR-104</i>	<i>PM 4.42/SR-88 6.18 KP 7.11/SR-88 9.95</i>	<i>SR-104 West Interim Bypass of Ione</i>	<i>Draft 2003 RTP Update Short Term</i>

**Programmed Project(s)**

Currently, there are no Programmed Projects on SR-104, Segment 2.

**System Designations**

System Designation	YES	NO
Freeway/Expressway System	X	
National Highway System		X
Interregional Road System (IRRS)		X
High Emphasis Route		X
Focus Route		X
Strategic Highway Network (STRAHNET)		X
STAA Truck Network		X
Terminal Access Route for the National Network		X
Scenic Highway		X
Accessible to Bicycles	X	

**\*Right of Way and Shoulder Information**

The right of way on this segment ranges from 240 to 280 feet. The paved shoulder width is 4 feet with a total shoulder width of 8 feet. The shoulder width is the same along the entire length of this segment.

\*NOTE: This information is for overview purposed only and does not replace a full report from Right of Way, Environmental, or any other branch or division.

## Air Quality/Environmental Status

### \*Air Quality

Ozone	Particulate Matter	Carbon Monoxide
Non-attainment	Non-attainment	Attainment

- **Unclassified:** a pollutant is designated unclassified if the data are incomplete and do not support a designation of attainment or non-attainment.
- **Attainment:** a pollutant is designated attainment if the state standard for that pollutant was not violated at any site in the air during a three-year period.
- **Non-attainment:** a pollutant is designated non-attainment if there was at least one violation of a State standard for that pollutant in the area.
- **Non-attainment/Transitional:** a sub-category of the non-attainment designation. An area is designated non-attainment/transitional to signify that the area is close to attaining the standard for that pollutant.

\*NOTE: This information is for overview purposed only and does not replace a full report from Right of Way, Environmental, or any other branch or division.

### \*Environmental Status

	Currently Existing	Degree of Impact (see below)	Comments
<b>Flood Plains</b>	TBD	TBD	N/A
<b>Wetlands</b>	Yes	Moderate Sensitivity	N/A
<b>Endangered Species</b>	Yes	Low Sensitivity	N/A
<b>Species of Concern</b>	Yes	Low Sensitivity	N/A
<b>Archaeological Site</b>	Yes	High Sensitivity	N/A
<b>Leaking Underground Tanks</b>	Yes	High Probability	N/A
<b>Hazardous Materials</b>	Yes	High Probability	N/A

\*NOTE: This information is for overview purposed only and does not replace a full report from Right of Way, Environmental, or any other branch or division.

## Traffic Collision Rate (per million vehicle miles traveled)

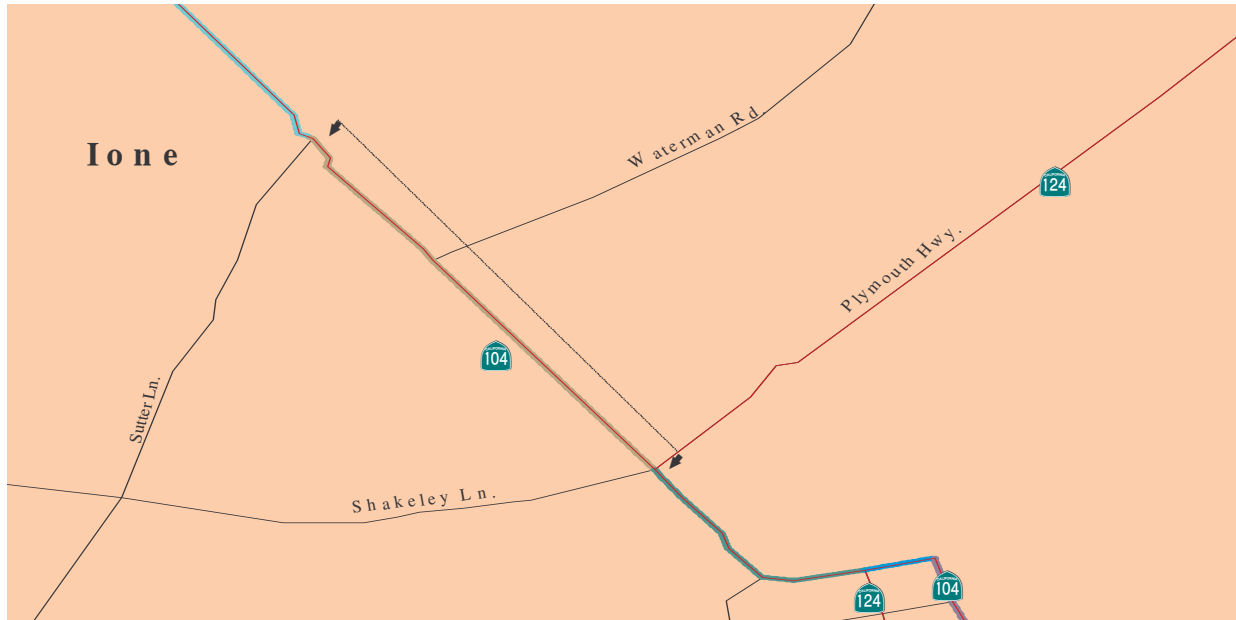
Actual Accident Rate		Statewide Average Rate	
Fatal & Injury	Total (Includes Property Damage Only)	Fatal & Injury	Total (Includes Property Damage Only)
<b>.49</b>	<b>.98</b>	<b>.46</b>	<b>1.00</b>

Source: TASAS Database (April 1, 1998 – March 31, 2001)

## SR-104: AMADOR COUNTY – SEGMENT 3 FACT SHEET

**Location:** Sutter Lane to North Junction SR-124  
**Post Mile:** PM 5.360/5.766  
**Kilometer Post:** KP 8.626/9.279  
**Length:** 0.406 Miles, 0.653 Kilometers

**Functional Classification:** Major Collector  
**Rural/Urban/Urbanized:** Urban  
**Within City Limits:** Yes  
**Terrain:** Rolling



### Traffic Forecast Data 2-Lane Conventional Highway Average Highway Speed 50 mph

	2000 Existing Facility	2015 w/o Improvements	2025 w/o Improvements
LOS	D	D	D
V/C	0.33	0.49	0.58
ADT	7700	13100	15000
Peak Hour Volume	790	1300	1550
Peak Hour Dir. Split	65/35	65/35	65/35
Percent Trucks	8%	8%	8%
Percent No Passing	100%	100%	100%

**Concept Facility:** 2-Lane Expressway/Conventional Highway on a new bypass alignment, operational improvements on the existing highway within the City of Ione, LOS “D”.

\* See Page 7 for information on the Ione Interim West Bypass.

**Ultimate Transportation Corridor:** 2-Lane Expressway on a new bypass alignment. A 4-Lane Expressway will be considered during the next TCR update.

**Local Planning Jurisdiction:** Amador County Transportation Commission (ACTC),  
City of Ione

**Planned Project(s)**

County	Route	PM/KP	Description	Designation
<i>Amador</i>	<i>SR-104</i>	<i>PM 4.42/SR-88 6.18 KP 7.11/SR-88 9.95</i>	<i>SR-104 West Interim Bypass of Ione</i>	<i>Draft 2003 RTP Update Short Term</i>

**Programmed Project(s)**

Currently, there are no Programmed Projects on SR-104, Segment 3.

**SYSTEM DESIGNATIONS**

System Designation	YES	NO
Freeway/Expressway System		X
National Highway System		X
Interregional Road System (IRRS)		X
High Emphasis Route		X
Focus Route		X
Strategic Highway Network (STRAHNET)		X
STAA Truck Network		X
Terminal Access Route for the National Network		X
Scenic Highway		X
Accessible to Bicycles	X	

**\*Right of Way and Shoulder Information**

The right-of-way on this segment ranges from 60 to 280 feet. The paved shoulder width is 8 feet for the entire length of this segment. There is no unpaved shoulder on this segment.

\*NOTE: This information is for overview purposed only and does not replace a full report from Right of Way, Environmental, or any other branch or division.



## Air Quality/Environmental Status

### \*Air Quality

Ozone	Particulate Matter	Carbon Monoxide
Non-attainment	Non-attainment	Attainment

- **Unclassified:** a pollutant is designated unclassified if the data are incomplete and do not support a designation of attainment or non-attainment.
- **Attainment:** a pollutant is designated attainment if the state standard for that pollutant was not violated at any site in the air during a three-year period.
- **Non-attainment:** a pollutant is designated non-attainment if there was at least one violation of a State standard for that pollutant in the area.
- **Non-attainment/Transitional:** a sub-category of the non-attainment designation. An area is designated non-attainment/transitional to signify that the area is close to attaining the standard for that pollutant.

\*NOTE: This information is for overview purposed only and does not replace a full report from Right of Way, Environmental, or any other branch or division.

### \*Environmental Status

	Currently Existing	Degree of Impact (see below)	Comments
<b>Flood Plains</b>	TBD	TBD	N/A
<b>Wetlands</b>	Yes	Moderate Sensitivity	N/A
<b>Endangered Species</b>	Yes	Low Sensitivity	N/A
<b>Species of Concern</b>	Yes	Low Sensitivity	N/A
<b>Archaeological Site</b>	Yes	High Sensitivity	N/A
<b>Leaking Underground Tanks</b>	Yes	High Probability	N/A
<b>Hazardous Materials</b>	Yes	High Probability	N/A

\*NOTE: This information is for overview purposed only and does not replace a full report from Right of Way, Environmental, or any other branch or division.

## Traffic Collision Rate (per million vehicle miles traveled)

Actual Accident Rate		Statewide Average Rate	
Fatal & Injury	Total (Includes Property Damage Only)	Fatal & Injury	Total (Includes Property Damage Only)
<b>.62</b>	<b>.62</b>	<b>1.18</b>	<b>2.83</b>

Source: TASAS Database (April 1, 1998 – March 31, 2001)

## SR-104: AMADOR COUNTY – SEGMENT 4 FACT SHEET

**Location:** North Junction SR-124 to South Junction SR-124  
**Post Mile:** PM 5.766/5.960  
**Kilometer Post:** KP 9.279/9.591  
**Length:** 0.194 Miles, 0.312 Kilometers

**Functional Classification:** Major Collector  
**Rural/Urban/Urbanized:** Urban  
**Within City Limits:** Yes  
**Terrain:** Level



### Traffic Forecast Data 2-Lane Conventional Highway Average Highway Speed 50 mph

	2000 Existing Facility	2015 w/o Improvements	2025 w/o Improvements
LOS	D	E	E
V/C	0.35	0.61	0.68
ADT	9700	16600	19000
Peak Hour Volume	980	1700	1900
Peak Hour Dir. Split	65/35	65/35	65/35
Percent Trucks	6%	6%	6%
Percent No Passing	100%	100%	100%

**Concept Facility:** 2-Lane Expressway/Conventional Highway on a new bypass alignment, operational improvements on the existing highway within the City of Ione, LOS “D”.

\*A 4-lane conventional highway is needed through downtown Ione, but due to right of way constraints, including the historical nature of the community, the concept facility on the existing highway will remain a 2-lane conventional highway with operational improvements.

\*\* See Page 7 for information on the Ione Interim West Bypass.

SR-104 is concurrent with State Route 124 for 0.19 miles in the City of Ione. The County may want to consider developing an Access Management Plan which would affect SR-104 by diverting traffic from this route, improving traffic operations, and increasing safety.

**Ultimate Transportation Corridor:** 2-Lane Expressway on a new bypass alignment. A 4-Lane Expressway will be considered during the next TCR update.

**Local Planning Jurisdiction:** Amador County Transportation Commission (ACTC), City of Ione

**Planned Project(s)**

County	Route	PM/KP	Description	Designation
<i>Amador</i>	<i>SR-104</i>	<i>PM 4.42/SR-88 6.18 KP 7.11/SR-88 9.95</i>	<i>SR-104 West Interim Bypass of Ione</i>	<i>Draft 2003 RTP Update Short Term</i>

**Programmed Project(s)**

Currently, there are no Programmed Projects on SR-104, Segment 4.

**System Designations**

System Designation	YES	NO
Freeway/Expressway System		X
National Highway System		X
Interregional Road System (IRRS)		X
High Emphasis Route		X
Focus Route		X
Strategic Highway Network (STRAHNET)		X
STAA Truck Network		X
Terminal Access Route for the National Network		X
Scenic Highway		X
Accessible to Bicycles	X	

**\*Right of Way and Shoulder Information**

The right of way along this segment is approximately 60 feet. The paved shoulder for this segment ranges from 8 to 14 feet. There is no unpaved shoulder. The weighted average for the shoulder in this segment is 10.474 feet.

\*NOTE: This information is for overview purposed only and does not replace a full report from Right of Way, Environmental, or any other branch or division.

## Air Quality/Environmental Status

### \*Air Quality

Ozone	Particulate Matter	Carbon Monoxide
Non-attainment	Non-attainment	Attainment

- **Unclassified:** a pollutant is designated unclassified if the data are incomplete and do not support a designation of attainment or non-attainment.
- **Attainment:** a pollutant is designated attainment if the state standard for that pollutant was not violated at any site in the air during a three-year period.
- **Non-attainment:** a pollutant is designated non-attainment if there was at least one violation of a State standard for that pollutant in the area.
- **Non-attainment/Transitional:** a sub-category of the non-attainment designation. An area is designated non-attainment/transitional to signify that the area is close to attaining the standard for that pollutant.

\*NOTE: This information is for overview purposed only and does not replace a full report from Right of Way, Environmental, or any other branch or division.

### \*Environmental Status

	Currently Existing	Degree of Impact (see below)	Comments
<b>Flood Plains</b>	TBD	TBD	N/A
<b>Wetlands</b>	Yes	Low-Moderate Sensitivity	N/A
<b>Endangered Species</b>	Yes	High Sensitivity	N/A
<b>Species of Concern</b>	Yes	High Sensitivity	N/A
<b>Archaeological Site</b>	Yes	High Sensitivity	N/A
<b>Leaking Underground Tanks</b>	Yes	High Probability	N/A
<b>Hazardous Materials</b>	Yes	Moderate Probability	N/A

\*NOTE: This information is for overview purposed only and does not replace a full report from Right of Way, Environmental, or any other branch or division.

## Traffic Collision Rate (per million vehicle miles traveled)

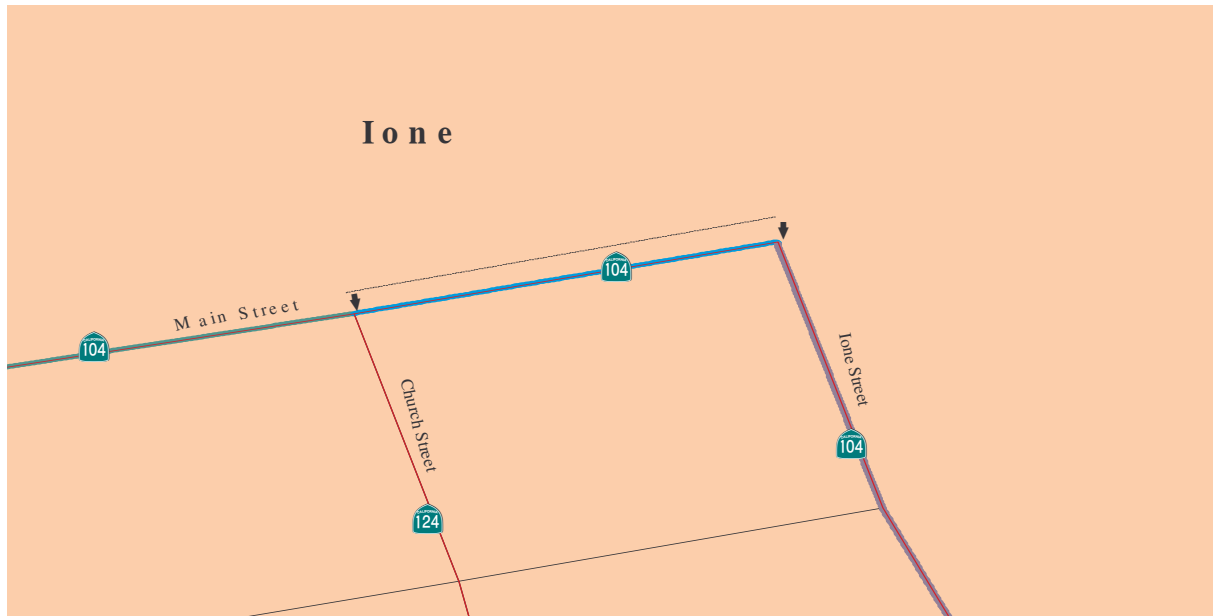
Actual Accident Rate		Statewide Average Rate	
Fatal & Injury	Total (Includes Property Damage Only)	Fatal & Injury	Total (Includes Property Damage Only)
<b>.57</b>	<b>1.17</b>	<b>1.25</b>	<b>3.05</b>

Source: TASAS Database (April 1, 1998 – March 31, 2001)

## SR-104: AMADOR COUNTY – SEGMENT 5 FACT SHEET

**Location:** South Junction SR-124 to Ione Street  
**Post Mile:** PM 5.960/6.009  
**Kilometer Post:** KP 9.591/9.670  
**Length:** 0.049 Miles, 0.079

**Functional Classification:** Major Collector  
**Rural/Urban/Urbanized:** Urban  
**Within City Limits:** Yes  
**Terrain:** Level



### Traffic Forecast Data 2-Lane Conventional Highway Average Highway Speed 50 mph

	2000 Existing Facility	2015 w/o Improvements	2025 w/o Improvements
LOS	C	D	D
V/C	0.16	0.33	0.38
ADT	4450	9600	11300
Peak Hour Volume	420	900	1050
Peak Hour Dir. Split	65/35	65/35	65/35
Percent Trucks	6%	6%	6%
Percent Passing	100%	100%	100%

**Concept Facility:** 2-Expressway/Conventional Highway on a new bypass alignment, operational improvements on the existing highway within the City of Ione, LOS “D.”

\* See Page 7 for information on the Ione Interim West Bypass.

**Ultimate Transportation Corridor:** 2-Lane Expressway on a new bypass alignment. A 4-Lane Expressway will be considered during the next TCR update.

**Local Planning Jurisdiction:** Amador County Transportation Commission (ACTC),  
City of Ione

**Planned Project(s)**

County	Route	PM/KP	Description	Designation
<i>Amador</i>	<i>SR-104</i>	<i>PM 4.42/SR-88 6.18 KP 7.11/SR-88 9.95</i>	<i>SR-104 West Interim Bypass of Ione</i>	<i>Draft 2003 RTP Update Short Term</i>

**Programmed Project(s)**

Currently, there are no Programmed Projects on SR-104, Segment 5.

**System Designations**

System Designation	YES	NO
Freeway/Expressway System		X
National Highway System		X
Interregional Road System (IRRS)		X
High Emphasis Route		X
Focus Route		X
Strategic Highway Network (STRAHNET)		X
STAA Truck Network		X
Terminal Access Route for the National Network		X
Scenic Highway		X
Accessible to Bicycles	X	

**\*Right of Way and Shoulder Information**

The right of way for this segment is approximately 52 feet. This total comes from adding the width of the shoulders with the width of the lanes, information found in the 1997 California State Highway log. This method had to be used because there is currently no right of way information available for this segment from the Caltrans right of way maps. The paved shoulder width is 14 feet for the entire length of this segment. There are no unpaved portions of the segment.

\*NOTE: This information is for overview purposed only and does not replace a full report from Right of Way, Environmental, or any other branch or division.

## Air Quality/Environmental Status

### \*Air Quality

Ozone	Particulate Matter	Carbon Monoxide
Non-attainment	Non-attainment	Attainment

- **Unclassified:** a pollutant is designated unclassified if the data are incomplete and do not support a designation of attainment or non-attainment.
- **Attainment:** a pollutant is designated attainment if the state standard for that pollutant was not violated at any site in the air during a three-year period.
- **Non-attainment:** a pollutant is designated non-attainment if there was at least one violation of a State standard for that pollutant in the area.
- **Non-attainment/Transitional:** a sub-category of the non-attainment designation. An area is designated non-attainment/transitional to signify that the area is close to attaining the standard for that pollutant.

\*NOTE: This information is for overview purposed only and does not replace a full report from Right of Way, Environmental, or any other branch or division.

### \*Environmental Status

	Currently Existing	Degree of Impact (see below)	Comments
<b>Flood Plains</b>	TBD	TBD	N/A
<b>Wetlands</b>	Yes	Low Sensitivity	N/A
<b>Endangered Species</b>	Yes	High Sensitivity	N/A
<b>Species of Concern</b>	Yes	High Sensitivity	N/A
<b>Archaeological Site</b>	Yes	High Sensitivity	N/A
<b>Leaking Underground Tanks</b>	Yes	Moderate Sensitivity	N/A
<b>Hazardous Materials</b>	Yes	Moderate Sensitivity	N/A

\*NOTE: This information is for overview purposed only and does not replace a full report from Right of Way, Environmental, or any other branch or division.

## Traffic Collision Rate (per million vehicle miles traveled)

Actual Accident Rate		Statewide Average Rate	
Fatal & Injury	Total (Includes Property Damage Only)	Fatal & Injury	Total (Includes Property Damage Only)
<b>4.02</b>	<b>12.07</b>	<b>1.25</b>	<b>3.05</b>

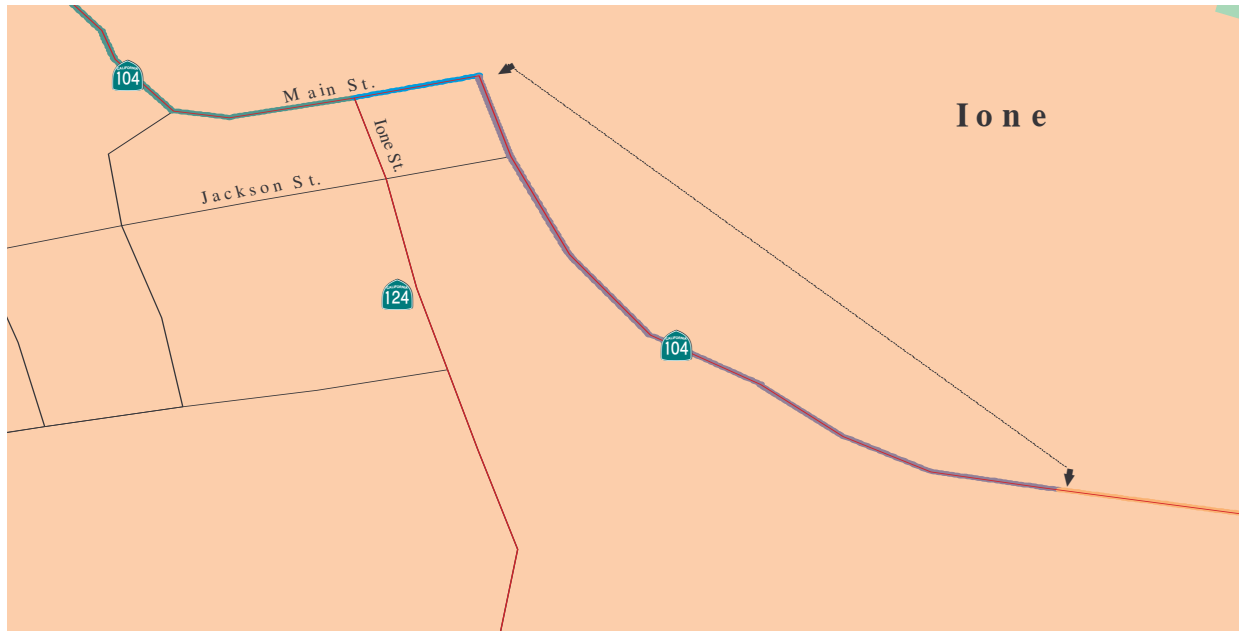
Source: TASAS Database (April 1, 1998 – March 31, 2001)



## SR-104: AMADOR COUNTY – SEGMENT 6 FACT SHEET

**Location:** Main Street to Ione City Limit  
**Post Mile:** PM 6.009/6.330  
**Kilometer Post:** KP 9.670/10.187  
**Length:** 0.321 Miles, 0.517 Kilometers

**Functional Classification:** Major Collector  
**Rural/Urban/Urbanized:** Urban  
**Within City Limits:** Yes  
**Terrain:** Level



### Traffic Forecast Data 2-Lane Conventional Highway Average Highway Speed 50 mph

	2000 Existing Facility	2015 w/o Improvements	2025 w/o Improvements
LOS	C	D	D
V/C	0.15	0.34	0.40
ADT	4250	9900	11800
Peak Hour Volume	400	930	1110
Peak Hour Dir. Split	65/35	65/35	65/35
Percent Trucks	6%	6%	6%
Percent No Passing	100%	100%	100%

**Concept Facility:** 2-Lane Expressway/Conventional Highway on a new bypass alignment, operational improvements on the existing highway within the City of Ione, LOS “D.”

\* See Page 7 for information on the Ione Interim West Bypass.

**Ultimate Transportation Concept:** 2-Lane Expressway on a new bypass alignment. A 4-Lane Expressway will be considered during the next TCR update.

**Local Planning Jurisdiction:** Amador County Transportation Commission (ACTC),  
City of Ione

**Planned Project(s)**

<b>County</b>	<b>Route</b>	<b>PM/KP</b>	<b>Description</b>	<b>Designation</b>
<i>Amador</i>	<i>SR-104</i>	<i>PM 4.42/SR-88 6.18 KP 7.11/SR-88 9.95</i>	<i>SR-104 West Interim Bypass of Ione</i>	<i>Draft 2003 RTP Update Short Term</i>

**Programmed Project(s)**

Currently, there are no Programmed Projects on SR-104, Segment 6.

**System Designations**

<b>System Designation</b>	<b>YES</b>	<b>NO</b>
Freeway/Expressway System		X
National Highway System		X
Interregional Road System (IRRS)		X
High Emphasis Route		X
Focus Route		X
Strategic Highway Network (STRAHNET)		X
STAA Truck Network		X
Terminal Access Route for the National Network		X
Scenic Highway		X
Accessible to Bicycles	X	

**\*Right of Way and Shoulder Information**

The right of way for this segment ranges from approximately 40 to 65 feet. However, it should be noted that the Caltrans right of way maps are missing the information for the first half of this segment. The 40 foot number came from adding the shoulders and lane width from the 1997 California State Highway Log. The paved shoulder width along this segment is 8 feet. There is no unpaved shoulder.

\*NOTE: This information is for overview purposed only and does not replace a full report from Right of Way, Environmental, or any other branch or division.

## Air Quality/Environmental Status

### \*Air Quality

Ozone	Particulate Matter	Carbon Monoxide
Non-attainment	Non-attainment	Attainment

- **Unclassified:** a pollutant is designated unclassified if the data are incomplete and do not support a designation of attainment or non-attainment.
- **Attainment:** a pollutant is designated attainment if the state standard for that pollutant was not violated at any site in the air during a three-year period.
- **Non-attainment:** a pollutant is designated non-attainment if there was at least one violation of a State standard for that pollutant in the area.
- **Non-attainment/Transitional:** a sub-category of the non-attainment designation. An area is designated non-attainment/transitional to signify that the area is close to attaining the standard for that pollutant.

\*NOTE: This information is for overview purposed only and does not replace a full report from Right of Way, Environmental, or any other branch or division.

### \*Environmental Status

	Currently Existing	Degree of Impact (see below)	Comments
<b>Flood Plains</b>	TBD	TBD	N/A
<b>Wetlands</b>	Yes	Low Sensitivity	N/A
<b>Endangered Species</b>	Yes	High Sensitivity	N/A
<b>Species of Concern</b>	Yes	High Sensitivity	N/A
<b>Archaeological Site</b>	Yes	High Sensitivity	N/A
<b>Leaking Underground Tanks</b>	Yes	Moderate Probability	N/A
<b>Hazardous Materials</b>	Yes	Moderate Probability	N/A

\*NOTE: This information is for overview purposed only and does not replace a full report from Right of Way, Environmental, or any other branch or division.

### Traffic Collision Rate (per million vehicle miles traveled)

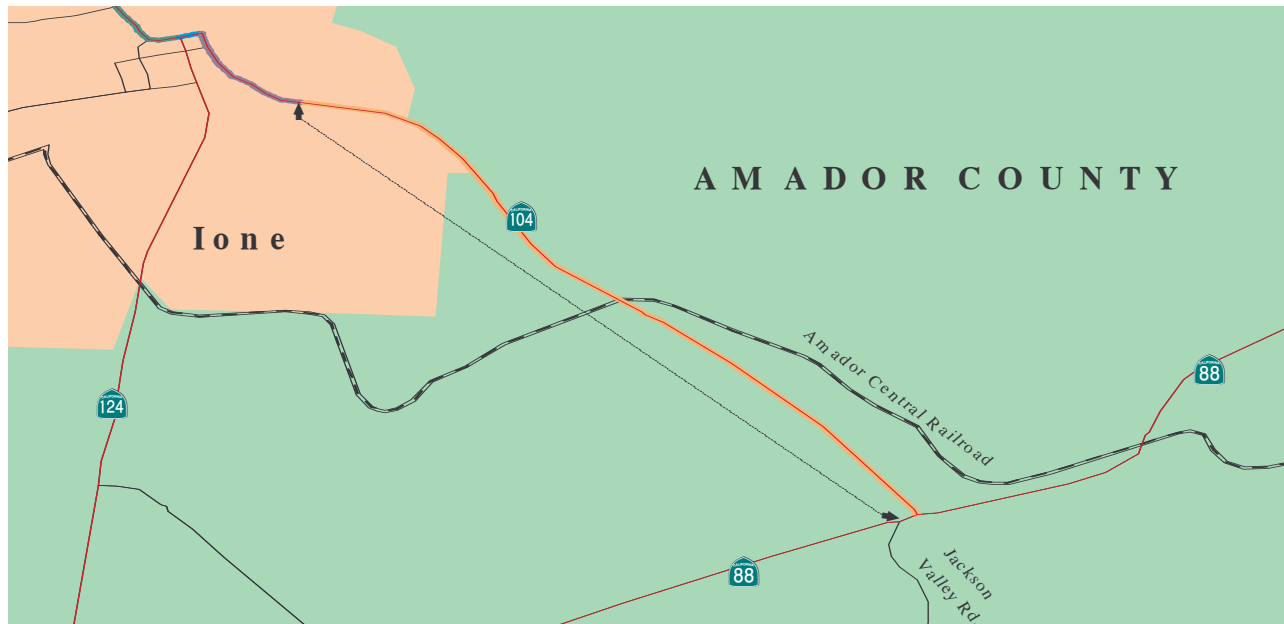
Actual Accident Rate		Statewide Average Rate	
Fatal & Injury	Total (Includes Property Damage Only)	Fatal & Injury	Total (Includes Property Damage Only)
<b>.65</b>	<b>.65</b>	<b>1.25</b>	<b>3.05</b>

Source: TASAS Database (April 1, 1998 – March 31, 2001)

## SR-104: AMADOR COUNTY – SEGMENT 7 FACT SHEET

**Location:** Ione City Limit to West Junction SR-88  
**Post Mile:** PM 6.330/8.201  
**Kilometer Post:** KP 10.187/13.198  
**Length:** 1.871 Miles, 3.011 Kilometers

**Functional Classification:** Major Collector  
**Rural/Urban/Urbanized:** Rural  
**Within City Limits:** No  
**Terrain:** Rolling



### Traffic Forecast Data 2-Lane Conventional Highway Average Highway Speed 50-55 mph

	2000 Existing Facility	2015 w/o Improvements	2025 w/o Improvements
LOS	C	D	D
V/C	0.16	0.35	0.38
ADT	3700	8500	10100
Peak Hour Volume	370	850	1010
Peak Hour Dir. Split	65/35	65/35	65/35
Percent Trucks	4%	4%	4%
Percent No Passing	67%	67%	67%

**Concept Facility:** 2-Lane Expressway/Conventional Highway on a new bypass alignment with possible intersection safety improvements at the west junction of SR-88 & SR-104, LOS “D”.

\* See Page 7 for information on the Ione Interim West Bypass.

**Ultimate Transportation Corridor:** 2-Lane Expressway on a new bypass alignment. A 4-Lane Expressway will be considered during the next TCR update.

**Local Planning Jurisdiction:** Amador County Transportation Commission (ACTC),  
County of Amador

**Planned Project(s)**

County	Route	PM/KP	Description	Designation
<i>Amador</i>	<i>SR-104</i>	<i>PM 4.42/SR-88 6.18 KP 7.11/SR-88 9.95</i>	<i>SR-104 West Interim Bypass of Ione</i>	<i>Draft 2003 RTP Update Short Term</i>

**Programmed Project(s)**

County	Route	PM/KP	Description	Designation
<i>Amador</i>	<i>SR-88</i>	<i>PM 7.10-7.70 KP 11.43-12.39</i>	<i>“Jackson Valley Rd. Realignment.” Construct left turn lane and widen shoulders</i>	<i>2000A SHOPP</i>

**System Designations**

System Designation	YES	NO
Freeway/Expressway System		X
National Highway System		X
Interregional Road System (IRRS)		X
High Emphasis Route		X
Focus Route		X
Strategic Highway Network (STRAHNET)		X
STAA Truck Network		X
Terminal Access Route for the National Network		X
Scenic Highway		X
Accessible to Bicycles	X	X

**\*Right of Way and Shoulder Information**

The right of way in this segment ranges from 125 to 190 feet. The paved shoulder width along this segment is 8 feet. There is no unpaved shoulder.

\*NOTE: This information is for overview purposed only and does not replace a full report from Right of Way, Environmental, or any other branch or division.

## Air Quality/Environmental Status

### \*Air Quality

Ozone	Particulate Matter	Carbon Monoxide
Non-attainment	Non-attainment	Attainment

- **Unclassified:** a pollutant is designated unclassified if the data are incomplete and do not support a designation of attainment or non-attainment.
- **Attainment:** a pollutant is designated attainment if the state standard for that pollutant was not violated at any site in the air during a three-year period.
- **Non-attainment:** a pollutant is designated non-attainment if there was at least one violation of a State standard for that pollutant in the area.
- **Non-attainment/Transitional:** a sub-category of the non-attainment designation. An area is designated non-attainment/transitional to signify that the area is close to attaining the standard for that pollutant.

\*NOTE: This information is for overview purposed only and does not replace a full report from Right of Way, Environmental, or any other branch or division.

### \*Environmental Status

	Currently Existing	Degree of Impact (see below)	Comments
<b>Flood Plains</b>	TBD	TBD	N/A
<b>Wetlands</b>	Yes	Low Sensitivity	N/A
<b>Endangered Species</b>	Yes	High Sensitivity	N/A
<b>Species of Concern</b>	Yes	High Sensitivity	N/A
<b>Archaeological Site</b>	Yes	High Sensitivity	N/A
<b>Leaking Underground Tanks</b>	Yes	Moderate Probability	N/A
<b>Hazardous Materials</b>	Yes	Moderate Probability	N/A

\*NOTE: This information is for overview purposed only and does not replace a full report from Right of Way, Environmental, or any other branch or division.

### Traffic Collision Rate (per million vehicle miles traveled)

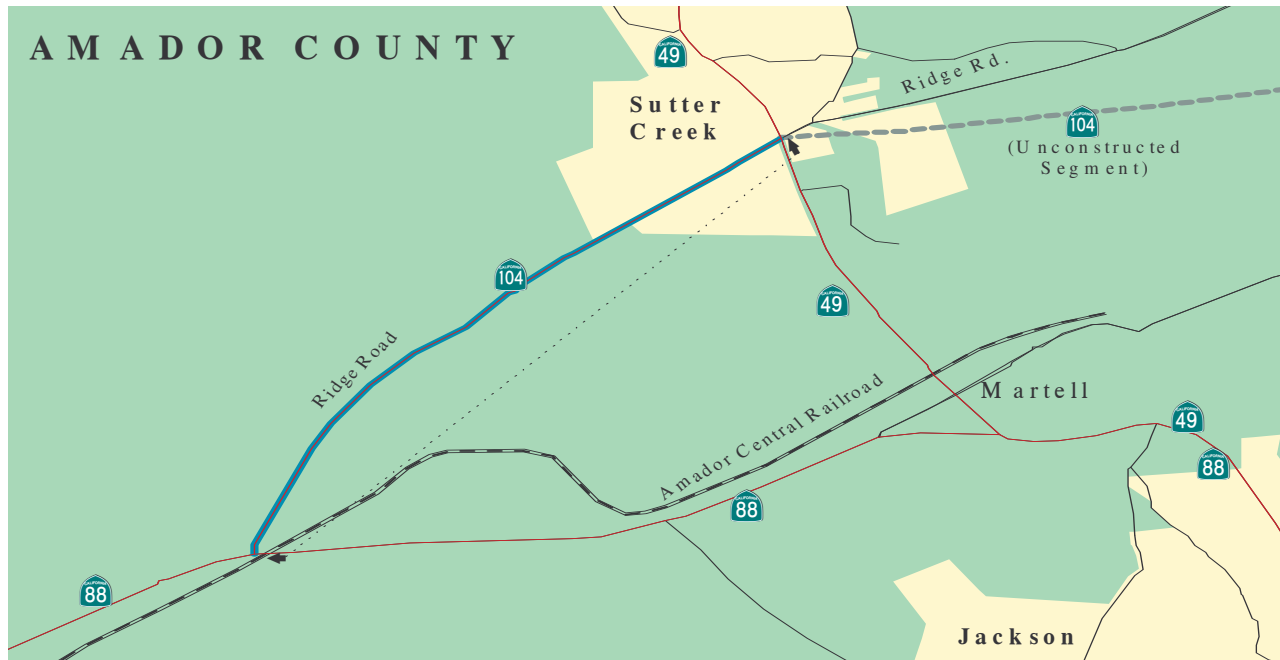
Actual Accident Rate		Statewide Average Rate	
Fatal & Injury	Total (Includes Property Damage Only)	Fatal & Injury	Total (Includes Property Damage Only)
<b>.87</b>	<b>1.62</b>	<b>.50</b>	<b>1.04</b>

Source: TASAS Database (April 1, 1998 – March 31, 2001)

## SR-104: AMADOR COUNTY – SEGMENT 8 FACT SHEET

**Location:** East Junction SR-88 to Junction SR-49  
**Post Miles:** PM 8.386/10.072  
**Kilometer Post:** KP 13.500/16.209  
**Length:** 1.686 Miles, 2.713 Kilometers

**Functional Classification:** Major Collector  
**Rural/Urban/Urbanized:** Rural  
**Within City Limits:** Yes: (Near PM 9.450-10.072)  
**Terrain:** Rolling



### Traffic Forecast Data 2-Lane Conventional Highway Average Highway Speed 55 mph

	2000 Existing Facility	2015 w/o Improvements	2025 w/o Improvements
LOS	C	D	D
V/C	0.22	0.43	0.53
ADT	4600	10100	11900
Peak Hour Volume	530	1150	1400
Peak Hour Dir. Split	65/35	65/35	65/35
Percent Trucks	6%	6%	6%
Percent No Passing	100%	100%	100%

**Concept Facility:** 2-Lane Conventional Highway, LOS “D”

The route is concurrent with west of SR-88, junction breaks at PM 8.201 to 10.072.

**Ultimate Transportation Corridor:** 2-Lane Expressway

A 4-Lane Expressway will be considered during the next TCR update.



**Local Planning Jurisdiction:** Amador County Transportation Commission (ACTC),  
County of Amador, City of Sutter Creek

**Planned Project(s)**

Currently, there are no Planned Projects on SR-104, Segment 8.

**Programmed Project(s)**

Currently, there are no Programmed Projects on SR-104, Segment 8.

**System Designations**

System Designation	YES	NO
Freeway/Expressway System		X
National Highway System		X
Interregional Road System (IRRS)		X
High Emphasis Route		X
Focus Route		X
Strategic Highway Network (STRAHNET)		X
STAA Truck Network		X
Terminal Access Route for the National Network	X	
Scenic Highway		X
Accessible to Bicycles	X	

**\*Right of Way and Shoulder Information**

The right of way for this segment ranges from 70 to 80 feet. The paved shoulder width along this segment is 4 feet. There is no unpaved shoulder.

\*NOTE: This information is for overview purposed only and does not replace a full report from Right of Way, Environmental, or any other branch or division.

## Air Quality/Environmental Status

### \*Air Quality

Ozone	Particulate Matter	Carbon Monoxide
Non-attainment	Non-attainment	Attainment

- **Unclassified:** a pollutant is designated unclassified if the data are incomplete and do not support a designation of attainment or non-attainment.
- **Attainment:** a pollutant is designated attainment if the state standard for that pollutant was not violated at any site in the air during a three-year period.
- **Non-attainment:** a pollutant is designated non-attainment if there was at least one violation of a State standard for that pollutant in the area.
- **Non-attainment/Transitional:** a sub-category of the non-attainment designation. An area is designated non-attainment/transitional to signify that the area is close to attaining the standard for that pollutant.

\*NOTE: This information is for overview purposed only and does not replace a full report from Right of Way, Environmental, or any other branch or division.

### \*Environmental Status

	Currently Existing	Degree of Impact (see below)	Comments
<b>Flood Plains</b>	TBD	TBD	N/A
<b>Wetlands</b>	Yes	Low-Moderate Sensitivity	N/A
<b>Endangered Species</b>	Yes	Low-Moderate Sensitivity	N/A
<b>Species of Concern</b>	Yes	Low-Moderate Sensitivity	N/A
<b>Archaeological Site</b>	Yes	High Sensitivity	N/A
<b>Leaking Underground Tanks</b>	Yes	High Probability	N/A
<b>Hazardous Materials</b>	Yes	High Probability	N/A

\*NOTE: This information is for overview purposed only and does not replace a full report from Right of Way, Environmental, or any other branch or division.

### Traffic Collision Rate (per million vehicle miles traveled)

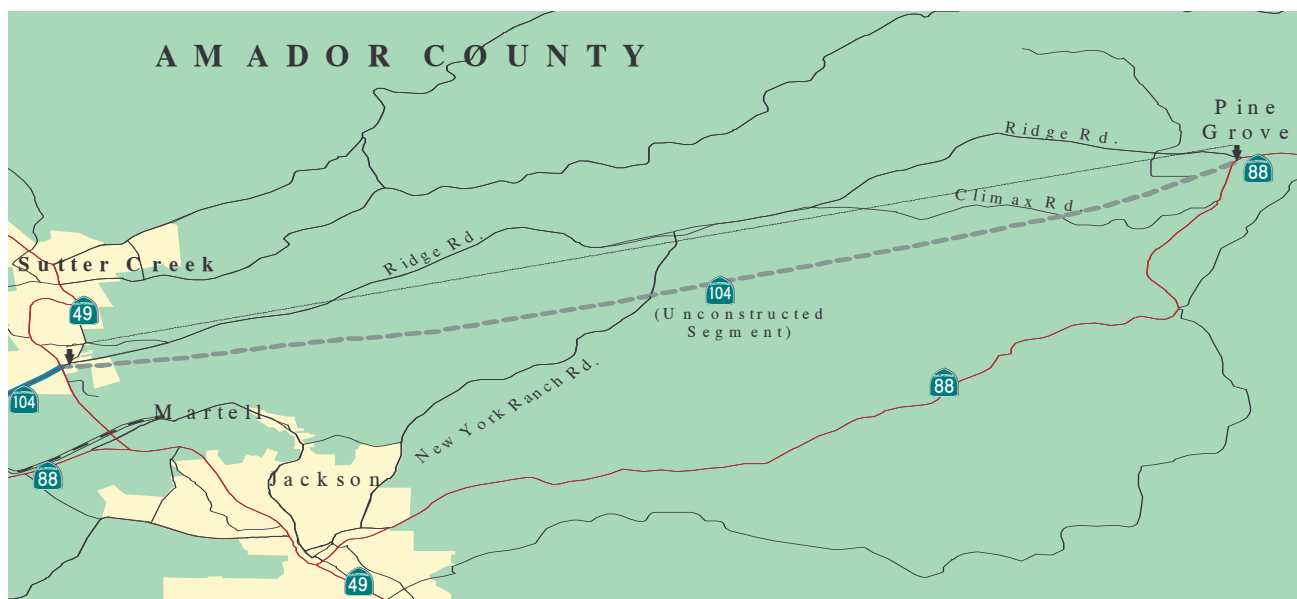
Actual Accident Rate		Statewide Average Rate	
Fatal & Injury	Total (Includes Property Damage Only)	Fatal & Injury	Total (Includes Property Damage Only)
<b>.69</b>	<b>1.50</b>	<b>.44</b>	<b>.87</b>

Source: TASAS Database (April 1, 1998 – March 31, 2001)

## SR-104: AMADOR COUNTY – SEGMENT 9 FACT SHEET

**Location:** Junction SR-49 to Pine Grove Junction SR-88  
**Kilometer:** PM 10.072/18.346  
**Postmile:** KP 16.209/29.524  
**Length:** 8.274 Miles, 13.315 Kilometers

**Functional Classification:** N/A  
**Rural/Urban/Urbanized:** Rural  
**Within City Limits:** Yes (PM 10.072-10.112)  
**Terrain:** Mountainous



### Traffic Forecast Data Number of Lanes/Facility Type: N/A Average Highway Speed: N/A

	2000 Existing Facility	2015 w/o Improvements	2025 w/o Improvements
LOS	N/A	N/A	N/A
V/C	N/A	N/A	N/A
ADT	N/A	N/A	N/A
Peak Hour Volume	N/A	N/A	N/A
Peak Hour Dir. Split	N/A	N/A	N/A
Percent Trucks	N/A	N/A	N/A

#### **Concept Facility:**

Unconstructed Segment

An unconstructed state highway is a highway which exists in state legislation, but is not currently built. Caltrans does not currently own any right-of-way for this unconstructed segment of SR-104, nor does it own any road(s) which cross or are concurrent to its proposed path.

#### **Ultimate Transportation Corridor:**

Unconstructed Segment

**Local Planning Jurisdiction:** Amador County Transportation Commission (ACTC), City of Sutter Creek, County of Amador

**Planned Project(s):**

Currently, there are no Planned Projects on SR-104, Segment 9.

**Programmed Project(s):**

Currently, there are no Programmed Projects on SR-104, Segment 9.

**System Designations**

System Designation	YES	NO
Freeway/Expressway System	N/A	N/A
National Highway System	N/A	N/A
Interregional Road System (IRRS)	N/A	N/A
High Emphasis Route	N/A	N/A
Focus Route	N/A	N/A
Strategic Highway Network (STRAHNET)	N/A	N/A
STAA Truck Network	N/A	N/A
Terminal Access Route for the National Network	N/A	N/A
Scenic Highway	N/A	N/A
Accessible to Bicycles	N/A	N/A

**\*Right of Way and Shoulder Information**

No Right of Way has been acquired for construction of this segment.

\*NOTE: This information (or lack thereof) is for overview purposed only and does not replace a full report from Right of Way, Environmental, or any other branch or division.

## Air Quality/Environmental Status

### \*Air Quality

Ozone	Particulate Matter	Carbon Monoxide
Non-attainment	Non-attainment	Attainment

- **Unclassified:** a pollutant is designated unclassified if the data are incomplete and do not support a designation of attainment or non-attainment.
- **Attainment:** a pollutant is designated attainment if the state standard for that pollutant was not violated at any site in the air during a three-year period.
- **Non-attainment:** a pollutant is designated non-attainment if there was at least one violation of a State standard for that pollutant in the area.
- **Non-attainment/Transitional:** a sub-category of the non-attainment designation. An area is designated non-attainment/transitional to signify that the area is close to attaining the standard for that pollutant.

\*NOTE: This information (or lack thereof) is for overview purposed only and does not replace a full report from Right of Way, Environmental, or any other branch or division.

### \*Environmental Status

	Currently Existing	Degree of Impact (see below)	Comments
<b>Flood Plains</b>	N/A	N/A	N/A
<b>Wetlands</b>	N/A	N/A	N/A
<b>Endangered Species</b>	N/A	N/A	N/A
<b>Species of Concern</b>	N/A	N/A	N/A
<b>Archaeological Site</b>	N/A	N/A	N/A
<b>Leaking Underground Tanks</b>	N/A	N/A	N/A
<b>Hazardous Materials</b>	N/A	N/A	N/A

\*NOTE: This information (or lack thereof) is for overview purposed only and does not replace a full report from Right of Way, Environmental, or any other branch or division.

## Traffic Collision Rate (per million vehicle miles traveled)

Actual Accident Rate		Statewide Average Rate	
Fatal & Injury	Total (Includes Property Damage Only)	Fatal & Injury	Total (Includes Property Damage Only)
N/A	N/A	N/A	N/A

## Appendix 1

### List of System Planning Acronyms

ACLT	Alpine County Local Transportation Commission
ACTC	Amador County Transportation Commission
ADT	Average Daily Traffic
AHS	Automated Highway System
ATSD	Advanced Transportation System Development
AVI	Automated Vehicle Identification
BN&SF	Burlington Northern and Santa Fe Railroad
CALACOG	Calaveras Council of Governments
CBD	Central Business District
CCAA	California Clean Air Act
CMAQ	Congestion Mitigation and Air Quality (Improvement Program)
CMP	Congestion Management Plan
CTIS	California Transportation Investment Strategy
CTC	California Transportation Commission
D/C	Demand Volume to Capacity Ratio
DSMP	District System Management Plan
EPA	Environmental Protection Agency
ETTM	Electronic Toll Collection and Traffic Management
F&E	Freeway and Expressway System
FAT	Fatalities
FIS	Federal Inspection Facility
FY	Fiscal year
HOV	High Occupancy Vehicle
ICES	Intermodal Corridors of Economic Significance
IRRS	Interregional Route System
ISTEA	Intermodal Surface Transportation Efficiency Act
ITMS	Intermodal Transportation Management System
ITS	Intelligent Transportation System
ITSP	Interregional Transportation Strategic Plan
LOS	Level of Service
LROP	Long Range Operations Plan
LRT	Light Rail Transit
MCAG	Merced County Association of Governments
MCLT	Mariposa County Local Transportation Commission
MIS	Major Investment Study
MOU	Memorandum of Understanding
MSL	Maintenance Service Level
NAFTA	North American Free Trade Agreement
NHS	National Highway System
PHV	Peak Hour Volume
PM	Post Mile
PR	Project Report

PSR	Project Study Report
PTOC	Primary Traffic Operations Center
POE	Port of Entry
RAQS	Regional Air Quality Strategy
RAS	Regional Arterial System
RCR	Route Concept Report (now known as Transportation Concept Reports)
RTP	Regional Transportation Plan
R/W	Right of Way
SHOPP	State Highway Operations and Protection Program
SHRAHNET	Strategic Highway Corridor Network
SJCOG	San Joaquin Council of Governments
SOV	Single Occupancy Vehicle
SR	State Route
STAA	Surface Transportation Assistance Act
StanCOG	Stanislaus Area Association of Governments
STIP	State Transportation Improvement Program
TASAS	Traffic Accident Surveillance and Analysis System
TCCAPC	Tuolumne County / Cities Area Planning Council
TCM	Transportation Control Measure
TCR	Transportation Concept Report
TDM	Transportation Demand Management
TSDP	Transportation System Development Program
TMA	Transportation Management Association/Area
TMC	Transportation Management Center
TSM	Transportation System Management
UTC	Ultimate Transportation Corridor
VMT	Vehicles Miles Traveled

## **Appendix 2**

### **Level of Service (LOS) Definitions**

The Level of Service (LOS) is a qualitative measure describing operational conditions within a traffic stream and their perception by motorists. A LOS definition generally describes these conditions in terms of speed, travel time, freedom to maneuver, traffic interruption, comfort, and convenience. Six levels of LOS can generally be categorized as follows:

**LOS A** describes free flowing conditions. The operation of vehicles is virtually unaffected by the presence of other vehicles, and operations are constrained only by the geometric features of the highway.

**LOS B** is also indicative of free-flow conditions. Average travel speeds are the same as in LOS A, but drivers have slightly less freedom to maneuver.

**LOS C** represents a range in which the influence of traffic density on operations becomes marked. The ability to maneuver with the traffic stream is now clearly affected by the presence of other vehicles.

**LOS D** demonstrates a range in which the ability to maneuver is severely restricted because of the traffic congestion. Travel speed begins to be reduced as traffic volume increases.

**LOS E** reflects operations at or near capacity and is quite unstable. Because the limits of the level of service are approached, service disruptions cannot be damped or readily dissipated.

**LOS F** represents a breakdown or forced flow. It usually occurs at a point on a planned facility when forecast demand exceeds computed capacity.



### **Appendix 3**

## **Rural, Urban, and Urbanized Definitions**

The rural, urban, and urbanized area limits are based upon population density as determined by the U.S. Census Bureau. The criteria are:

**Rural** – Under 5,000 population

**Urban** – 5,000 to 49,999 population.

**Urbanized** – over 50,000 population